

#E1-2488
R21



"Sims, John A"
<John.Sims@bnsf.com>
08/17/2006 02:54 PM

To <ghoshr@stb.dot.gov>
cc "Sims, John A" <John.Sims@bnsf.com>
bcc
Subject FW: BNSF Railway Company Abandonment in Oklahoma City, OK (AB6-430X) - Salvage

Rini,

See attached messages. This is regarding Condition #4 in the STB decision served on November 10, 2005.

Thanks,
John Sims, Paralegal
BNSF - Law Dept

From: Pace, Matt [mailto:Matt.Pace@deq.state.ok.us]
Sent: Wednesday, August 16, 2006 4:17 PM
To: Sims, John A
Subject: RE: BNSF Railway Company Abandonment in Oklahoma City, OK (AB6-430X) - Salvage

John-

As it applies to the general permit for storm water discharges from construction activities, the application for authorization is based on the area disturbed. The disturbance of more than one acre of soil requires authorization from DEQ prior to disturbance. Under these circumstances, soil disturbing activity is referred to as the clearing, grading, or excavating.

If BNSF concludes that the described activity will not result in the disturbance of more than one acre, then a DEQ authorization to discharge storm water would not be required.

Thanks for your inquiry and please do not hesitate to contact me if you have additional questions.

Sincerely,

Matt Pace

From: Sims, John A [mailto:John.Sims@bnsf.com]
Sent: Monday, August 14, 2006 2:06 PM
To: Pace, Matt
Cc: Sims, John A; Batie, Richard A
Subject: BNSF Railway Company Abandonment in Oklahoma City, OK (AB6-430X) - Salvage

Matt,

Per our discussion today, this message will describe the salvage process. The salvage process involves bidding out the track materials on the open market, selecting a qualified rail material salvager, negotiating a salvage contract with the winning bidder, having the salvage contractor remove the track materials along the line and then have BNSF's local roadmaster inspect the salvage job to make sure the work done complies with BNSF standards and is completed to BNSF's satisfaction.

The salvager then starts the removal process with the unbolting of the track material or rails. The rails are removed along with all the steel parts including angle bars, tie plates, spikes and any other metal parts. Next the wooden ties are removed with the bridges removed last. The culverts and the right of way stays intact so that no waterflows along the line are affected. Timber trestles are dismantled and removed. The wooden bridge pilings are either pulled out, cut off at ground level, or broken off at below the mud line. Steel bridges are dismantled and removed. If there are concrete abutments and piers, they may be left intact. Following the salvage operations, any waterflows in the area should not be disrupted. No fills or other material or debris is to be placed in water bodies by BNSF salvage contractors.

If you have any questions, please give me a call.

Sincerely,
John Sims, Paralegal
BNSF - Law Dept
2500 Lou Menk Dr, 3rd Fl
Fort Worth, TX 76131-2828
T - (817) 352-2376

CONFIDENTIALITY NOTICE --

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, please delete this message from all computers and notify us immediately by return e-mail and/or telephone at (817) 352-2376. Thank you.